App. F. IX-4

Previous References 1934 (Legs)

File No. 16-34

Serial Nos. 1 — 3

Later References.

PRESERVED

41

GENERAL AND REVENUE SECRETARIAT.

Serial Nos. Nil

Part B for Aug 34

SUBJECT.

Re- Compulsory Insurance by motor buses against passengers & third party risks.

37 20

From Asst- Secy
Home Deptt.
Govt- of Bombay
Bombay Castle

WD 01965—GPB—15,000—7-7-34

No-P 408 of 26.7-34
Acknowledges receipt of the copy of the Bombay Govt- Resolu & Notifn of 30.8-33

Dr. Abdul Aziz
17-8-34.

Serial No.

Re. Compulsory insurance by motor buses against passengers and third party risks

The issue for May of the Monthly Newsletter published by the Indian Roads and Transport Development Association containing some information on the above-quoted subject is submitted for favour of perusal. It will be seen from it that the Government of India have drawn the attention of the Provincial Governments to the desirability of providing for Compulsory insurance by public service buses against Passenger and third party risks and that the Government of Bombay have amended their Rules to provide for this.

First Member

23/6/34

I think we should tell the Bombay Government—

WD 0434—GPB—15,000—12-10-33

NOTE—Contn. sheet.

OFFICE OF THE FIRST MEMBER OF COUNCIL 27 JUNE 1934 No. 1033

xx Please see the Bombay Rules

28/6

L120-X 180-p 1934

File No. of 193 | General and Revenue Secretariat

Serial No.

Sub-d proceedings with draft to the Secy to Govt. Legal Dept., Bombay Govt

Issue
mm
11/7

TYPING SECTION 11 JUL 1934 GENL & REVENUE SECTT.

Issued No. P 2140 dt 11-7-34

Lrs B
19/-
1

D.O. No. 1863/3 E. dt 18-7-34 Govt to the Asst. Secy. Home Dept, Bombay forwarding a copy of the Amendment providing for an insurance of a motor omnibus let for hire in Bombay City. Sub-d Draft acknowledging the receipt of the copy is put up

Issue & receipt
mm
24.7.34

Issued No. P.4408 dt 26-7-34

Issued re Govt

Recently I read in the Hindu that the Ceylon Govt who introduced a similar rule re: third party insurance, decided not to give it effect in view of the heavy burden it would mean to the bus owners

General and Revenue Secretariat — File-No 16 of 1934 — [App. F. III-

Serial No.

Please see if the cutting could be put at early & daily.

DOP
27.7.34

to
the Publicity Officer for kindly perusing of the cutting
Sec
27/7

The Cutting from the "Hindu" dtd 13th July 34 Re: Ceylon Motor Ordinance, is herewith put up.

Law Sect)
4/8/34.

WP
6/8/34

Submitted with reference to order dated 28.6.34 above

I member)

DOP
7/8/34

OFFICE OF THE FIRST MEMBER
7 AUG. 1934
No. 1000

DNR
7/8

If summoned these rules are applicable only to the City of Bombay and not the Press generally — there is no need to change recommend the Govt decision on the point

Sec
8/8/34

DNR
8/8/34

The Registrar
for P.S.
9-8-34.

File-registered
Sec
11/8/34.

NOTE—Contn. Sheet

WD 0955—GPB—22,500—12-6-34

General and Revenue Secretariat — File No. 16 of 1934 — [App. F. III—2,

Serial No. 1

Please see if the cutting could be put at early Parl.

DOG
27.7.34

to
Hr. Publicity
Office for kindly
perusing of the
cutting
Sec
27.7.34

The Cutting from the Hindu" dtd 13th July 34 Re: Ceylon Motor Ordinance, is hereunto put up.

28/Pub
4/8/34.

Law Sect') WP
6/8/34

2nd Submitted
7/8
Noted

Submitted with reference to orders dated 28.6.34 above

I member) DMC
7/8/34

OFFICE OF THE FIRST MEMBER, EXECUTIVE COUNCIL
7 AUG. 1934
No. 1008

B/ surmise these rules are applicable only to the City Bombay & not the Pres[idency] generally — there is no need to obtain reconsider the Govt decision on the point

Sec
8/8/34

WP
8.8.34

DMC
8/8/34

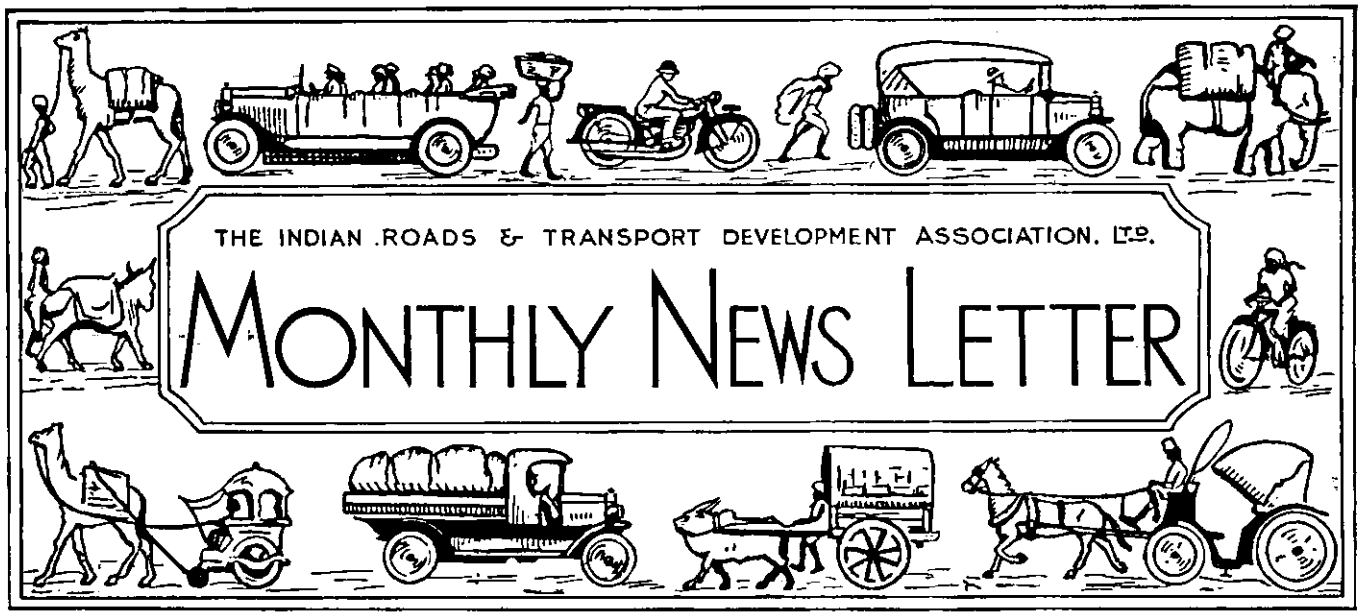
WP Registrar
for Pb
9-8-34

File-referred
Pb
11/8/34

11/8/34

NOTE—Contn. Sheet.

WP 01955—GPB—22,500—12-6-34



Vol. III **MAY 1934** **No. 5**

Most Overloaded Roads in the World.

British roads are the most overloaded in the world. They carry, for example, nearly twice as many vehicles per mile as do those of the United States.

The Roads Improvement Association of Britain, a sister organisation to ours, in its forty-seventh annual report declares that the traffic has long since outgrown the roads, and that all the potential benefits of the Government's latest safety campaign will be seriously restricted by the fact that there is not enough scientifically designed road-space for the free and safe circulation of vehicles.

Unless conditions are to become steadily worse and danger more and more prevalent, the report says, existing highways must be modernised and new roads provided. An extra expenditure of at least £10,000,000 a year should be authorised for the next five years. The Association has proposed to the Chancellor of the Exchequer that this should be financed by a loan upon the security of the Road Fund, which could be raised at less than 3 per cent. per annum.

Of the £50,000,000 total, £20,000,000 should be allotted to the construction or strengthening of the 2,000 weak bridges in the country, £25,000,000 to new arterial and by pass roads, and £5,000,000 to footpaths.

New and better roads, it is claimed reduce accidents by providing more room for traffic; and they attract new factories, new industries, new housing estates, new pleasure areas, and increased rateable values.

There are many roads in India which are no longer suitable for the volume and type of traffic using them and should be developed to a higher standard. Such a step would result in an economy in road maintenance costs and also in the costs of operation of all forms of traffic. The deficiency of funds available to carry out these projects can be overcome by Road Loans which the Government of India have already shown their willingness to raise for Provincial Governments on whom the responsibility remains for initial action to be taken.

International Road Congress.

Eighty-five countries will be represented at the Seventh International Road Congress beginning at Munich on 3rd September and ending in Berlin on 19th September. Special interest is attached to this Congress in view of the decision of the German Government to build a great network of motor speedways. In preparation for the Congress, Dr. Todt, Inspector-General of German Highways, is preparing a great exhibition, "Die Strasse" which will be held at Munich from June to September. It will show the history of roads from the earliest times and their importance as disseminators of civilisation.

Our first Indian Road Congress, it is hoped, will take place towards the end of the year when it is expected valuable papers on technical subjects relating to road engineering will be read. The success of the proposed Exhibition, which is to be organised at the same time, depends largely on the support obtained from Exhibitors of road machinery and plant, various types of roads under construction, tyres and their effect on road surfaces.

Road Tunnel under Mont Blanc.

Negotiations are in progress for the formation of a Franco-Italian Company to bore a road tunnel under Mont Blanc, seven and a half miles long, between Courmayer, Italy and Chamonix, France. Engineers report that the tunnel would pass to a large extent beneath glaciers—which would have the advantage of lowering the temperature in the tunnel and facilitating the work of ventilation. According to reports from

Paris, the company would float a loan of 245,000,000 francs (over £3,000,000 at present rates) at 4½ per cent. guaranteed by the French and Italian Governments.

Compulsory Insurance by Motor Omnibuses against Passengers' and Third Party Risks.

In the Council of State during the last Session, The Honourable Maharaja Jagadish Nath Ray of Dinajpur asked the following questions :—

(*a*) Has the attention of Government been drawn to the fact that drivers of motor omnibuses in big cities and elsewhere owing to their competitive runs and eagerness to pick up the greatest number of passengers and other causes, very often bring about accidents and consequent injuries to passengers ?

(*b*) Has the attention of Government been drawn to the fact that the Government of Bombay have of late so amended their Public Conveyance Rules, 1922, as to make it compulsory for motor omnibuses to insure against passengers' and third party risks ?

(*c*) Will Government be pleased to state in how many and which of the provinces such insurance rules are in existence ?

(*d*) Have Government considered the advisability of drawing the attention of all Provincial Governments to the extreme necessity of having such safeguards against motor bus risks ?

To which the Honourable Mr. D. G. Mitchell, replied as follows : —

" With your permission, Sir, I propose to reply to all the parts of the question together.

" As far as the Government of India are aware, until lately, none of the provincial motor vehicles rules provided for the compulsory insurance of public vehicles against passengers' and third party risks, but, recently, the attention of all the Provincial Governments has been specifically drawn to the desirability of providing for such insurance, in the interests of public safety and convenience. So far, only the Bombay Government who have recently amended their Public Conveyance (Motor Vehicles) Rules 1922, in the manner referred to, have acted upon the suggestion."

This is one of the points this Association has been pressing for during the past three years and it is satisfactory to be able to record progress in this direction.

Lahore-Multan Road.

The Road Development Fund has been of considerable assistance to the Punjab Government in enabling them to carry out various schemes of road development, the principal of which is that of the opening up of the Lahore-Multan Road. There is already a good road from Lahore to Jahania and this year will see the completion of the section between Jahania and Multan.

Karachi-Lahore Air Mail Service.

The advantage of aviation for commercial purposes in India is, we are glad to see, being recognised by the various authorities. There are such services as that run by Messrs. Tatas between Karachi, Bombay and Madras, also for example that between Calcutta and Dacca, and we now learn that the Indian National Airways are negotiating for the opening up of an air mail service for passengers and mail traffic between Karachi and Lahore.

New Bhopal Road Link.

The Bhopal-Raisen section of the Indore-Saugor Road was recently opened by H.H. The Nawab of Bhopal. The opening of this important section will enormously facilitate transport of the agricultural produce of this area and will prove from the administrative point of view a road link of the greatest value. When the section between Begamganj and Rahatgarh is completed next year, it will provide a through passage between Bhopal and Saugor.

The cost of construction of the road between Begumganj and the eastern border of the State—a length of about five miles—has been partly borne by the Government of India from the Road Fund Reserves.

His Highness in declaring the road open said : ' Time and distance represent two factors that have played a most important part in the history of human activities, and the measure of progress of man, whether in terms of material prosperity, social and political evolution, or the development of moral values, has been in proportion to the degree of his conquest over these factors. To-day, more than at any other period, it is self-evident that means of communication represent the arteries which record the pulsation of the life of the body politic. It gives me great satisfaction, therefore, so soon after the linking up of Bhopal by trunk telephone with the rest of the world, to perform the opening ceremony of this road which adds one more link that draws us closer to the rest of India.'

President and Vice-President.

At the unanimous request of the Council The Hon'ble Mr. E. Miller and Mr. H. E. Ormerod have consented to continue respectively as the President and Vice-President of the Association for the ensuing year.

Sir George Schuster.

We are pleased to see that Sir George Schuster at a farewell banquet given to him in Bombay the day before his departure, in reviewing the whole of his administration as Finance Member of the Government of India did not omit to stress the important part road development will play in the general revival of agriculture and industry. He said :

" I must say something now on a very important line of action which might help to stimulate a general revival reacting both on agriculture and industry—capital expenditure on public works of economic value. The whole field was fully reviewed at the Road/Rail Conference, and the Government of India has called on Provincial Governments to submit forecasts of suitable projects which could be undertaken during the next few years. Road development received special consideration, and it seems possible that proposals for road loans may now be forthcoming in view of the recent decision that interest charges on loans to build roads together with maintenance charges in respect of roads so constructed may be met from grants made to provinces from the Road Fund.

" In the Central Government we are carefully exploring possibilities, though I am bound to say that

so far as concerns Railway construction—which has always been the main avenue of capital expenditure for the Central Government—there do not appear to be any important projects which are badly needed. Therefore for the type of projects which we have in view, the main opportunity seems to lie at present with the Provincial Governments, and we are awaiting their proposals. We have indicated to them that the present occasion with rates of interest and cost of construction low, is a favourable one for undertaking sound expenditure.

"The steps which I have described are first steps which may have far-reaching results. They must be taken as indicating the initiation of a co-ordinated policy by the Government of India—in which we hope to have the full co-operation of provincial Governments."

Road Development Fund put to Useful Purposes.

We have already referred in our News Letter to the development of roads around Peshawar and we are here pleased to be able to quote from a short article on the subject which appeared in the *Civil & Military Gazette* and goes to prove the value of the Road Development Fund in assisting in the development and opening up of road communications which otherwise would not have been possible.

The Article reads as follows :—

"Road development in Peshawar District has proceeded apace during the last two years and has opened up a new era of usefulness to the inhabitants of the district, especially the agriculturists.

The large agricultural district of Peshawar is very well served by main roads. During recent years these have nearly all been surfaced and have been maintained in first class condition. They compare favourably with the roads in any part of India, and are greatly superior to those of most provinces. In the matter of feeder and subsidiary roads, however, Peshawar in the past has suffered from the usual lack of funds and the minor roads had in many cases fallen into disrepair. When funds became available from the Government of India Road Development Fund the local Government fully considered the various alternatives open to them for the most economical use of the money thus placed at their disposal. It was then decided in 1932 that the most pressing need of the district was for new subsidiary roads and for the reconstruction of those that had fallen into disrepair.

The problem that the engineers had to solve was how to do the greatest good to the largest number of people with the smallest expenditure. The engineers proposed, that, instead of metalled roads, earth roads should be built but that all nullahs and various streams should have pucca bridges. This solution possessed two very great advantages. First, it is the metalling of a road that costs money and if this could be dispensed with a very greatly increased mileage could be built at a low cost per mile. As the roads were required for bringing agricultural produce to markets and rail-heads, and not to enable pleasure seekers and others to travel at high speed in motor cars, it was obvious that metalling could be omitted. Secondly, the provision of pucca bridges and culverts would enable agricultural produce to be carried on wheels, *i.e.*, in bullock carts as opposed to pack transport.

A further considerable advantage that has accrued from the construction of pucca bridges is a great saving in transportation costs. The normal district rate for agricultural produce is 4 pies, per maund, per mile, on an improved unmetalled road with bridges. The same rate on an unbridged road is 6 pies because it is necessary on the unbridged road to use pack transport. On a bridged road, wheels can be used. The new roads that have been made in Peshawar District have been designed by Government to assist the local zemindars and the travelling agricultural population, and no one else."

Road Development in Afghanistan.

A Kabul message says that a comprehensive programme for road development has been launched by the Afghan Government. The construction work which was postponed when winter set in has been restarted on the approach of summar. All important towns in Afghanistan will be linked by road and bridges will be constructed over rivers. The construction programme besides giving an impetus to Afghan trade is significant from the military point of view.

Motor Transport.

The Government of India will benefit in import duty on motor cars and lorries during the financial year 1933-34 to the extent of about 66 lakhs of Rupees which represents an increase of approximately 10 lakhs over the previous year. The actual imports of cars having risen over the previous year from 6,200 to 9,759 and of lorries, buses, vans, etc., from 2,676 to 5,496.

This sum represents but a small percentage of the contribution made to Government of India by motor transport for in addition to this they pay in import duty and excise on petrol, import duty on tyres and accessories a sum of approximating 4 crores of Rupees every year, from which no benefits are derived by motor transport.

The responsibility for providing suitable roads however, falls upon the Provincial Governments, Municipalities and District Boards who in their endeavour to find funds impose further taxation on motor transport. The injustice of this basis of taxation calls for a revision of the responsibility for our road system and the Central Government should be called upon either to assume the financial responsibility for the arterial roads or to allocate a larger percentage of the revenue derived from this source to the Provinces to provide them with the necessary funds to meet the large demand for road construction and improvement which is urgently required for the economic development of the country.

The Government of India has recently held an Economic Conference with Provincial Representatives to see whether a common plan of action could be arrived at. The country is mainly dependent upon agriculture and the development of the marketing of their products has received the attention of the Conference, particularly in regard to the safeguarding of intensified outside competition which is being felt as a result of modern scientific and economic development in other competing countries. The cost of production is one side of the question but in order to market the produce one must also take into consideration the provision of economical modern transport and good road communications available for use the whole year round. If these modern

facilities of transport which are available in other countries are not made possible in India, any efforts of the Government of India to improve the conditions of the agriculturists and enable them to compete with foreign markets will be greatly minimised. It is therefore to be hoped that the Government of India will give favourable consideration to a more equitable distribution of the revenue received from the taxation of motor transport to those bodies who are responsible for the construction and maintenance of our road communications, on which point the Association made strong representations to Government of India at the Road/Rail Conference in Simla in April 1933.

Road Engineer with the Government of India.

We are informed that with effect from the 1st March 1934, the designation of the Road Engineer with the Government of India has been changed to "Consulting Engineer to the Government of India (Roads)."

Road Development Fund Resolution.

The following is the full text of the Resolution passed by the Legislative Assembly on the 21st April and by the Council of State on the 23rd idem :—

In supersession of the resolution adopted by this Assembly / Council on the 4th February 1930 on the 4th March 1930, as supplemented by the resolution adopted by this Assembly on the 3rd October 1931 / Council on the 25th September 1931, this Assembly / Council recommends to the Governor-General in Council that—

1. There shall continue to be levied on motor spirit an extra duty of customs and of excise of not less than 2 annas per gallon, and the proceeds thereof shall be applied for the purposes of road development.

2. (1) From the proceeds of such extra duty in any financial year there shall be deducted a sum equivalent to the share in such proceeds arising from motor spirit used for purposes of civil aviation during the calendar year ending in the financial year concerned, and such sum shall be at the disposal of the Governor-General in Council for allotment as grants-in-aid of civil aviation.

(2) The balance of the proceeds shall be credited as a block grant to a separate Road Account.

3. (1) The annual block grant shall be allotted as follows:—

(*a*) a portion equal to fifteen per cent. shall be retained by the Governor-General in Council as a Central reserve ;

(*b*) out of the remainder there shall be allotted—

(*i*) a portion to each Governor's Province for expenditure in the province ;

(*ii*) a portion to the Governor General in Council for expenditure elsewhere in British India ;

(*iii*) a portion to the Governor-General in Council for expenditure in Indian States and administered areas ;

in the ratio which the consumption of motor spirit in each area to which an allotment is to be made bears to the total consumption in India during the calendar year ending during the financial year concerned ;

Provided that for the purposes of these allotments the consumption of motor spirit in Jammu and Kashmir shall be disregarded.

(2) The portion allotted to a Governor's province shall be placed at the disposal of that province in one or more instalments, as soon as the distribution can conveniently be made.

4. The balance to the credit of the Road Account or of any allotment thereof shall not lapse at the end of the financial year.

5. No expenditure shall be incurred from any portion of the Road Account save as hereinafter provided.

6. The Central reserve with the Governor-General in Council shall be applied firstly to defraying the cost of administering the Road Development Account, and thereafter upon such schemes for research and intelligence and upon such special grants-in-aid as the Governor-General in Council may approve.

7. (1) All allotments for expenditure in British India may, subject to the previous approval of the Governor-General in Council to each proposal made, be expended upon any of the following subjects, namely :—

(*i*) on the construction of new roads and bridges of any sort ;

(*ii*) on the reconstruction or substantial improvement of existing roads and bridges ;

(*iii*) on the interest and amortisation of loans taken after the date of this Resolution and spent on the construction, reconstruction or substantial improvement of roads and bridges ;

(*iv*) in special cases, on the maintenance of roads and bridges, constructed, reconstructed or substantially improved from the Road Account since 1930 ;

(*v*) in special cases, on the maintenance of roads or bridges constructed, reconstructed or substantially improved from loan funds after the date of this resolution.

(2) Where any part of a provincial allotment of the Road Account is to be applied for the payment of interest and amortisation of loans under clause (*iii*) above, such payment shall be a first charge on all allotments to that province.

8. In considering proposals for the construction, reconstruction or improvements of roads and bridges from the Road Account, the Governor-General in Council shall bear in mind the present urgent need for improving the efficiency and reducing the cost of transport by road of agricultural produce to markets and Railways.

9. The following special rules shall apply to Burma, namely :—

(*a*) The portion of the Road Account allotted to Burma shall be further apportioned between the Shan States and the rest of Burma in the manner indicated in paragraph 3.

(*b*) Instead of the approval of the Governor-General in Council to any proposal under paragraph 7, the approval of the Governor, after consultation with the Federal Council, shall be required for schemes in the Shan States, and the approval of the local Government, with the concurrence of the Local Legislature, shall be required for schemes in the rest of Burma.

10. (1) A Standing Committee for Roads shall be constituted each financial year consisting of—

(*a*) the Member of the Governor-General's Executive Council in charge of the department dealing with roads ;

(*b*) two nominated official members, of whom one shall be a member of the Legislative Assembly,

(*c*) three members elected by the members of the Council of State from amongst themselves, and

(*d*) six members elected by the members of the Legislative Assembly from amongst themselves.

(2) No approval to any proposal for expenditure from the Road Account shall be given by the Committee unless it is supported by—

(*i*) a majority of the members present and voting who are members of the Legislative Assembly, and

(*ii*) a majorty of the members of the whole Committee present and voting.

(3) All proposals for expenditure from the central reserve and all other proposals for expenditure from the Road Account to be made in British India (excluding Burma) shall be referred by the Governor-General in Council to the Standing Committee before he approves of them.

11. The functions of the Standing Committee shall be—

(*a*) To consider the annual budget and accounts of the Road Account.

(*b*) To advise upon all proposals for expenditure from the central reserve.

(*c*) To advise upon the desirability of all other proposals involving expenditure from the Road Account in British India (excluding Burma).

(*d*) To advise the Governor-General in Council generally on all questions relating to roads and road traffic which the Governor-General in Council may refer to them.

The Times of India Press, Bombay.

The "Hindu"
dated 13-9-34.

CEYLON MOTOR ORDINANCE

(ASSOCIATED SPECIAL SERVICE.)

COLOMBO, Jan. 12.

In a memorandum submitted to the Minister of Local Administration, the Registrar of motor cars points out that the present motor ordinance is defective in certain aspects, relating to the liabilities and recovery of damages and recommends that certain clauses from the English Traffic Act, 1930, relating to insurance be introduced. The Registrar does not favour the adoption of compulsory third-party insurance at present owing to added burden on bus and lorry owners, but suggests that it be taken up as soon as the depression lifts.

GENERAL AND REVENUE SECRETARIAT

O. No. P-214

Dated, Bangalore, 12th July 1934.

14

To

The Legal Secretary to the Government of Bombay,

BOMBAY.

Dear Sir,

The 'Monthly News Letter' published by the Times of India Press, Bombay at page 2 of their No.5 for May 1934, under the head note 'Compulsory Insurance by Motor Omnibuses against passengers and Third Party Risks' states that the Government of Bombay have recently amended their Public Conveyance (Motor Vehicles) Rules, 1922, so as to provide for such insurance. I shall be much obliged if you can kindly furnish me with a copy of the said amendment for information.

Yours sincerely,

For General Secretary to Government.

'Aga/2

Appendix F G.—1]

SUBJECT .....

.....

.....

Section 'Legal'
File No. 16-34
Serial No. 1

No. of letter replied to .....

No. P 214/—

To
The Legal Secretary to the
Govt of Bombay
Bombay

eneral and Revenue Secretariat

( )

the 193 .

Dear Sir,

ssue 14/7/34

I am directed to say that the monthly News Letter published by the Times of India Press, Bombay, at page 2 of Issue No. 5 for May 1934, under the head note 'Compulsory Insurance by Motor Omnibus against Passengers and third Party Risks' states that the Govt of Bombay have recently amended

List of enclosures .....

Copied by 9/7/34

Examined by.....

5

Thus Article Convention (Motor Vehicles) Rules 1922 [illegible]

to provide for such alterations I am much obliged If you can kindly furnish me with a copy of the said amendments for information.

Yours faithfully

pmc 11/7

Done 10/7

420 of 1934

D/O No.1863/3 E.

Home Department.

Bombay Castle, 18th July 1934.

Legis 16-34-2

Dear Sir,

As requested in your demi-official letter No.P.214, dated the 12th July 1934, I enclose for information a copy of Government Resolution, Home Department No.1863/3, dated the 30th August 1933 and of Government Notification of the same No. and date, containing an amendment of rule 96 of the Public Conveyance (Motor Vehicles) Rules, 1922, providing for an insurance of a motor omnibus let or plying for hire in Bombay City.

Yours truly

Louis G. Foster

Asstt. Secy., Home Dept.

To

The General Secretary to the Government of Mysore,
General and Revenue,
Secretariat,
Bangalore.

E.D'S.
18/7

Public Conveyance (Motor Vehicles) Rules, 1922.

Amendment of rule 96 of the — so as to provide for an insurance of a motor omnibus.

GOVERNMENT OF BOMBAY.

HOME DEPARTMENT.

Resolution No. 1863/3

Bombay Castle, 30th August 1933.

Read Government Resolution and Government Notification No. 1863/3, dated the 11th May 1933—Provisionally publishing amendments to the Public Conveyance (Motor Vehicles) Rules, 1922, with a view to providing for an insurance of a motor omnibus plying for hire in Bombay City.

RESOLUTION.—The accompanying notification should be published in the *Bombay Government Gazette*.

By order of the Governor in Council,

J. C. BOLTON,
Under Secretary to the Government of Bombay,
Home Department.

To,

The Commissioner of Police, Bombay,
The Municipal Commissioner for the City of Bombay,
The Remembrancer of Legal Affairs,
The Superintending Engineer, Northern Circle,
The Electrical Engineer to Government,
The Executive Engineer, Presidency Division,
The Superintendent, Government Printing and Stationery, Bombay
*The Registrar and Superintendent of Records, India Office,
*The Government of India,
*The Government of Madras,
*The Government of Bengal,
*The Government of Bihar and Orissa,
*The Government of the United Provinces of Agra and Oudh,
*The Government of Punjab,
*The Government of the Central Provinces,
*The Government of Assam,
*The Government of Burma,
*The Government of the North West Frontier Province,
*The Honourable the Chief Commissioner, Delhi,
*The Agent to the Governor General in Rajputana,
*The Western India Automobile Association,
The General Department,
The Public Works Department,
The Political and Reforms Department,
The Finance Department.

*By letter.

L Home H 67

No. of 1933.

Copy forwarded for information and guidance to

Accompaniment to Government Resolution, Home Department, No. 1863/3, dated the 30th August 1933.

NOTIFICATION.

HOME DEPARTMENT.

Bombay Castle, 30th August 1933.

No. 1863/3.—In exercise of the powers conferred by section 11 of the Indian Motor Vehicles Act, 1914 (VIII of 1914), the Governor in Council is pleased further to amend the Public Conveyance (Motor Vehicles) Rules, 1922, published in Government Notification in the Home Department, No. 261, dated the 17th July 1922, as follows, namely :—

After rule 96 of the said rules the following rule shall be inserted, namely :—

" 96-A.—(1) The licensing authority shall refuse to grant a licence until the proprietor of a motor omnibus—

(*a*) has taken out an insurance policy to cover passengers' and third party risks in connection with the use of the motor omnibus for the duration of the licence, and

(b) has produced a premium receipt from an insurance Company approved by the licensing authority in respect of the policy taken out under clause (*a*);

(2) The amount of a policy taken out under sub-rule (*1*) shall not be less than Rs. 1,000 for every seat of the motor omnibus.

(3) If the ownership of a motor omnibus is transferred, the licence to ply such motor omnibus for hire shall not be transferred to the new proprietor until the licensing authority is satisfied that such proprietor has taken out an insurance policy under sub-rule (*1*)."

By order of the Governor in Council,

R. M. MAXWELL,

Secretary to the Government of Bombay,
Home Department.

Office of the Secretary
Motor Transport Committee

4

Revised Rules under Section 11 of the Indian Motor Vehicles ct, 1914, within limits of Town and Island of Bombay

Public Conveyance (Motor Vehicles) Rules, 1922

FOURTH EDITION

[Price—Anna 1 *or* 1*d.*]

BOMBAY
PRINTED AT THE GOVERNMENT CENTRAL PRESS
1930

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PUBLIC CONVEYANCE (MOTOR VEHICLES) RULES, 1922.

1. *Short title, extent and commencement, application of Motor Vehicles Rules, 1915.*—(1) These rules shall be called the Public Conveyance (Motor Vehicles) Rules, 1922.

(2) They shall apply to the Town and Island of Bombay only, and shall come into force on the 1st August 1922.

(3) Such of the Bombay Motor Vehicles Rules, 1915, as are not inconsistent with the provisions of these rules, shall apply to motor vehicles let or plying for hire.

2. *Definitions.*—In these rules—

(*a*) " Motor vehicle " shall mean a motor vehicle let or plying for hire.

(*b*) " Taxi car or cab " shall mean a motor vehicle let or plying for hire for the carriage of passengers.

(*c*) " Motor Omnibus " shall mean a motor vehicle not being a taxi car or cab, which plies for hire and has seating accommodation for 20 or more passengers.

(*d*) " Motor lorry " shall mean a motor vehicle let or plying for hire for the carriage of goods.

(*e*) " Licensing Authority " shall mean the Commissioner of Police for the City of Bombay or any officer authorised by him to exercise or perform any power or duty conferred or imposed on the Licensing Authority under the Rules.

General Requirements.

3. *Inspection.*—Every motor vehicle intended to be let or plied for hire within the said limits must be taken to the Head Police Office in Bombay for inspection. The owner or person in charge of such motor vehicle shall at the same time produce the certificate of registration of the motor vehicle under the Bombay Motor Vehicle Rules, 1915, and also a certificate from the maker or maker's agent that such motor vehicle is in every way fit for use as a public conveyance in Bombay and that its machinery is safe and is in good working order and condition. It must be properly painted and must be capable of accommodating not less than three passengers.

4. *Periodical examination.*—A motor vehicle shall be liable to examination at such times as the licensing authority may prescribe, and the owner's permit may be suspended or cancelled by such authority, if the vehicle does not comply with the requirements of these rules or with those of the Bombay Motor Vehicles Rules, 1915, as far as applicable.

5. *Brakes.*—The brakes shall, as far as possible, be so affixed as to be capable of easy adjustment, and at least one brake must be so made as to be applied by the foot of the driver. The brakes will at any time be subject to inspection.

6. *Bolts.*—All brake and steering connections secured with bolts must have such bolts secured with nuts and locked or pinned. These parts will at any time be subject to inspection.

7. *Machinery.*—The machinery shall be so constructed that no undue noise or vibration is caused.

8. *Connections and fittings.*—All parts connected by bolts or studs and nuts subject to severe vibration shall be fastened by lock nuts or by nuts and approved spring or lock nut washers to prevent their working loose and making a rattling noise; and any motor vehicle with lamp brackets, mudguard brackets and other carriage fittings so loose as likely to cause unnecessary noise will be regarded as unfit for use as a public conveyance.

9. *Carburettors.*—Carburettors must not be placed in close proximity to magnetos or to connections of wires carrying electric current, unless they are suitably encased or screened.

10. *Precautions to be adopted against injury or danger.*—Effective means shall be adopted for preventing the heat of the motor or of the exhaust pipe connections from injuriously affecting other parts of the motor vehicle, the goods carried or the comfort of the passengers. All wires carrying electric current must be properly insulated and protected from injury and so placed that they cannot be the cause of danger.

11. *Celluloid, etc., fittings prohibited.*—No celluloid or xylonite fittings shall be placed inside or outside a motor vehicle, but this rule does not apply to the accumulators.

12. *Tanks.*—Tanks for petrol and other liquid fuel must be made of suitable material properly constructed and of sufficient strength. They should be so placed that any overflow shall not accumulate on wood work, or where it can be readily ignited. The filling nozzle or inlet for the petrol or other liquid fuel should, where possible, be brought to the outside of the body.

13. *Petrol leakage.*—When a guard or tray is fixed underneath, it must be so constructed that any overflow of petrol from the carburettor shall not be retained in the tray.

14. *Oil leakage.*—The machinery must be so constructed or placed that oil from the bearings shall not be allowed to drop on to the roadway, and when trays are fixed to prevent this, they must have suitable webs for retaining the oil when ascending or descending hills or be otherwise suitably constructed with that object; the oil must be cleaned out frequently and not allowed to accumulate from day to day.

15. *Smoke from exhaust.*—The lubrication of the engine and the carburation of the working mixture must be so controlled that smoke is not ejected with the exhaust, or from any other part.

16. *Outlet from the silencer.*—The outlet from the silencer should not be so placed as to eject the exhaust directly on to the roadway, or so placed, or so directed, as to alarm horses immediately behind the motor vehicle.

17. *Advertisements forbidden.*—No printed, written or other matter, other than the sanctioned rate for hire or these rules, shall appear on the inside or outside of the motor vehicle or be carried by way of advertisement except such if any as may be approved by the licensing authority.

18. *Number of Passengers—Weight of Luggage.*—The licensing authority shall enter on each owner's permit in the case of a taxi car or cab, the maximum number of passengers and quantity of luggage, and in case of a lorry, the weight of the goods which may be carried at any one time in such motor vehicle.

19. Every motor vehicle shall carry in a prominent position a disc of the size and pattern approved by the Commissioner of Police showing in white figures on a red ground the number of persons, including the driver and cleaner, conductor or agent (if any) which the vehicle is licensed to carry.

The Commissioner of Police shall indicate the position on the motor vehicle in which the disc should be affixed.

Fees.

20. *Fees for owner's permit or duplicate.*—A fee of Rs. 5 shall be charged for each owner's permit and a fee of Rs. 2-8-0 for every duplicate thereof.

21. *Fees for driver's permit or renewal or duplicate.*—A fee of Rs. 10 shall be charged for each driver's permit, a fee of Rs. 6-0-0 for its renewal and a fee of Rs. 2-8-0 for a duplicate thereof. A driver's permit will not be renewed for Rs. 6-0-0 after the date of its expiry, but no person shall be debarred from obtaining a fresh permit on payment of the fee of Rs. 10 merely by reason of his former permit having expired without renewal.

22. *Credit of fees.*—The Commissioner of Police for the City of Bombay shall, on or before the 31st day of January in each year, pay to the credit of the Municipal Fund specified in section 111 of the City of Bombay Municipal Act, 1888, the balance of fees received under rule 21 after defraying all expenses incurred in the working of these rules in the preceding year.

Special Requirements for Taxi Cars or Cabs.

23. *Right hand drive.*—No owner's permit shall be issued in respect of any taxi car or cab unless the driver is on the right hand side.

24. *Taxi-meter.*—Every taxi car or cab shall be fitted with an approved style or pattern of taxi-meter to indicate to the hirer the fare chargeable.

25. *Taxi-meter to be sealed or marked.*—No taxi-meter shall be fixed to any taxi car or cab unless the seal or mark, if any, approved by the licensing authority has been fixed thereto.

26. *Taxi-meter, etc., not to be tampered with.*—No person shall break or in any way tamper with the seal or mark placed on a taxi-meter, or, with intent to deceive, tamper with a taxi-meter.

27. *Taxi-meter test.*—Every taxi-meter to be used on a taxi car or cab within the said limits shall be tested by the Victoria Jubilee Technical Institute.

28. *Method of sealing.*—Every taxi-meter which passes the test shall be sealed in such manner that it cannot be opened without removing the seals.

29. *Sealing of taxi-meter fittings after test.*—After a taxi-meter is affixed to a taxi car or cab and before the vehicle is let or plied for hire, the taxi-meter shall be submitted to the Motor Vehicles Department of the Head Police Office in Bombay for the purpose of being examined as to correctness of fittings and to be given a practical road test of about five miles and a time test of not less than half an hour. If the taxi-meter is found to be correct, the whole of the fittings shall then be sealed to the taxi car or cab in such a manner that they cannot be removed or tampered with without removing the seals.

30. *Taxi-meter—Subsequent tests.*—Every taxi-meter shall at least once a year be sent to the Victoria Jubilee Technical Institute to be tested and as often as the seals are removed for repairs or adjustments or for any other purpose.

31. *Subsequent road tests.*—A fresh road test shall be made by the Bombay Police Motor Vehicles Department each time the meter or transmission gearing is removed, or repaired.

32. *Lighting taxi-meter.*—Every taxi car or cab must have a light so fixed as to illuminate the taxi-meter at night.

33. *Steering and turning.*—Each taxi car or cab must be capable of being readily steered and able to turn on each lock and proceed in a contrary direction within a roadway not more than 30 feet wide from kerb to kerb, but the licensing authority may in his discretion permit a car to be let or plied for hire, if the car is capable of turning within a reasonable space though more than 30 feet.

34. *Means of communication between passengers and drivers.*—Every taxi car or cab must be provided with an approved means of communication between the passenger and the driver. This should be so placed as to be readily accessible to the passenger and to obviate the danger of a driver having to turn his head whilst directions are being given. Short tubes as not suitable.

35. *Conveyance of luggage.*—Provision must be made for the conveyance of a reasonable quantity of luggage and efficient means provided by chains, straps or other means of securing it. When it is intended to carry luggage on the roof, there must also be an approved fixed roof guard rail.

36. *Acetylene gas, etc., precautions.*—Where acetylene or other gas is used to light a taxi car or cab the cylinders or vessels which contain the gas or in which it is generated must be fixed outside in such a position as to be removed as far as possible from the danger of accidental ignition.

37. *Floor mat.*—The floor must be covered with mats of rubber, coir or some other suitable material.

38. *Cushions.*—The cushions of seats, where such are provided, must be covered and stuffed with suitable material.

39. *Maintenance of Car in proper condition.*—The doors, windows, seats, roof, springs, cushions, wheels, lining, panels and all furniture and appointments of a taxi car or cab must be in proper order and repair, the paint and varnish in good condition and the inside perfectly clean.

FARES AND STANDS: TAXI CARS AND CABS.

40. *Stands for Taxi Cars.*—The licensing authority shall appoint stands or places at which alone taxi cars or cabs may stand to ply for hire.

41. *Rates of Fares.*—The rates for the fare or hire of a taxi car or cab let or plied for hire shall be in accordance with a schedule approved by the licensing authority.

42. *Charge for detention and luggage.*—The driver of a taxi car or cab shall be entitled to charge for detention after having been hired and for any package carried in such vehicle in accordance with rates laid down in a schedule approved by the licensing authority.

MOTOR LORRIES: SPECIAL PROVISIONS.

43. *Renewal of registration.*—A certificate from the owner, stating that there has been no alteration in the design of the machinery since the previous inspection and date covered by the maker's or maker's agent's certificate, must accompany each lorry presented for renewal of registration. If any alteration has been made, full particulars of such alteration must be stated.

44. *Examination by expert.*—Should it be deemed necessary, an expert, accepted by both parties, shall be employed to advise. The fee for such expert examination shall be paid by the owner.

45. *Length of chassis.*—The length of the chassis of a motor-lorry shall not exceed 25 feet, but if the platform is to be constructed upon the frame, the total length may be 26 feet: provided that the total length of the complete vehicle shall in no case exceed 26 feet.

46. *Chassis springs.*—All chassis springs shall be properly hung, and shall be of sufficient strength and flexibility to meet all likely contingencies.

47. *Rear springs.*—The rear springs shall be attached to or bear upon the back axle or the axle casing as near to the road-wheels as possible, and the distance between the outer edges of such springs shall not be less than 45 inches.

48. *Wheel-base of chassis.*—The wheel-base of the chassis shall not exceed 16 feet 6 inches and shall in all cases be so proportioned to the load that the risk of skidding is reduced to a minimum.

49. *Wheel-tracks.*—The wheel-tracks of front and rear wheels shall coincide and the measurement from centre to centre, taken in line with the axles, shall not be less than 5 feet 6 inches.

50. *Chassis load.*—The chassis load shall not exceed 10 feet from the roadway in height or overlap the width of the lorry.

Provided that for special reasons to be recorded in writing the licensing authority may permit the height of a load to exceed 10 feet.

51. *Steering and turning corners.*—Every motor-lorry shall be capable of being readily steered and of turning corners without unduly interfering with other traffic.

52. *Ball and socket joints.*—The ball and socket joints of steering connections when such are used, shall not be pendent, but the longitudinal or transverse rods shall be carried upon the ball.

53. *Corner pillars, irons and stays.*—Corner pillars for bodies shall be of sufficient strength, and the body shall be properly ironed and stayed to give the necessary strength for the weight to be carried and to resist the effects of the vibration to which it is liable.

Owner's Permit and Duties of Owner.

54. *Owner's permit.*—Subject to the provisions of Rule 62, no motor vehicle shall be let or plied for hire in public places within the said limits without an owner's permit granted by the licensing authority. Such permit shall be in Form A appended to these rules or to the like effect.

55. *Permit to a firm or company.*—In the case of a firm or company the owner's permit shall be issued in the name of the senior partner or secretary or manager.

56. *Garage.*—No person shall be granted an owner's permit unless he can show that he possesses and can maintain a suitable garage for the accommodation of the motor vehicle.

57. *Duration of owner's permit: transfer.*—Subject to Rule 4 an owner's permit shall remain in force from the date on which it is granted until the 31st March following, and shall not be transferred to any person without the sanction of the licensing authority duly endorsed thereon whenever a motor vehicle is sold and the current A permit is presented for endorsement of sanction in favour of the purchaser, the motor vehicle shall be examined as at the time of the first issue of the said permit and a fee of five rupees (Rs. 5) shall be charged for making the necessary endorsement.

58. *Owner to maintain a register.*—The owner of a motor vehicle shall maintain regularly a register in such form as the licensing authority may direct, showing the name of the driver and the hours and dates on which the driver was in charge of the motor vehicle.

59. The owner or person in charge of a motor vehicle shall not drive his vehicle or allow any other person to drive it unless such owner or person is in possession of a permit under Form B attached to these rules.

60. *Use of taxi car for purposes of prostitution.*—The holder of an owner's permit shall not knowingly use or allow the use of the motor vehicle in connection with or for the furtherance of prostitution, or act as a habitual procurer for prostitutes, or live on the earnings of prostitutes.

HOME DEPARTMENT.

Bombay Castle, 1st July 1932.

No. 408/3.—In exercise of the powers conferred by section 11 of the Indian Motor Vehicles Act, 1914 (VIII of 1914), the Governor in Council is pleased further to amend the Public Conveyance (Motor Vehicles) Rules, 1922, published in Government Notification in the Home Department, No. 261, dated the 17th July 1922, as follows, namely :—

To rule 58 of the said rules the following sentence shall be added, namely :—

"Such owner shall produce the said register whenever required to do so by a police officer."

By order of the Governor in Council,

C. B. B. CLEE,

Officiating Secretary to Government.

Bk H 443—P.B. No. 5

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HOME DEPARTMENT.

Bombay Castle, 2nd April 1932.

No. 6/3.—In exercise of the powers conferred by section 11 of the Indian Motor Vehicles Act, 1914 (VIII of 1914), the Governor in Council is pleased further to amend the Public Conveyance (Motor Vehicles) Rules, 1922, published in Government Notification in the Home Department, No. 261, dated the 17th July 1922, as follows, namely :—

After rule 56 of the said rules, the following rule shall be inserted, namely :—

" 56-A. No person shall be granted an owner's permit in respect of a motor lorry unless it is fitted with a mirror so situated that the driver can have a distinct view of the traffic approaching from behind on his right side ."

Motor lorry to be fitted with mirror.

By order of the Governor in Council,

R. M. MAXWELL,

Officiating Secretary to Government.

[*Price*—Pies 6 *or* 1*d.*]

BK H 137—**No. P. B. 4**

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HOME DEPARTMENT.

Bombay Castle, 19th September 1931.

No. 7107/2-II.—In exercise of the powers conferred by section 11 of the Indian Motor Vehicles Act, 1914 (VIII of 1914), the Governor in Council is pleased further to amend the Public Conveyance (Motor Vehicles) Rules, 1922, published in Government Notification in the Home Department, No. 261, dated the 17th July 1922, as follows, namely :—

After rule 63 of the said rules the following rule shall be inserted, namely :—

"63A. A driver's permit shall, as long as it remains in force, be carefully preserved and no unauthorised entry or erasure shall be made on any part of it, and no leaves shall be removed therefrom."

By order of the Governor in Council,

G. F. S. COLLINS,

Secretary to Government.

H 658—No. P. B. 3

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Driver's Permit and Duties of Driver.

61. *Driver's permit: production on demand.*—A motor vehicle shall not, under any circumstances, be driven by any person other than a driver holding a permit which he shall produce whenever required by a police officer authorising him to drive a motor vehicle. Such permit shall be signed by the licensing authority and shall be in Form B appended to these rules or to the like effect.

62. An owner's permit or a public driver's permit granted by the District Superintendent of Police of any district under the rules in force in his district shall be valid within the limits of the Town and Island of Bombay provided that it bears the countersignature of the Commissioner of Police, Bombay, or any officer authorised by him in that behalf. Such permits may be suspended or cancelled by the Commissioner of Police, Bombay, for any breach of the rules committed within the Town and Island of Bombay.

63. *Driver's permit; to whom to be granted.*—A driver's permit will be granted only to a person who already holds an ordinary license to drive which is for the time being in force.

64. *Qualifications for permit.*—A driver's permit will not be granted unless the driver satisfies the licensing authority that he is a competent and careful driver, that he is acquainted with the principal places and streets within the said limits, that he has a thorough knowledge of the rates of hire, if any, sanctioned, and that he is in all respects a fit person to be the driver of a motor vehicle to be let or plied for hire.

65. *Failure to pass test for driver's permit.*—Any person failing to pass the necessary test for a driver's permit will not be allowed to appear for a further test until after such period as may be fixed by the licensing authority, and for each further test a fee of Rs. 5 shall be charged.

66. *Certificate of normal eye-sight.*—No person shall be granted a permit to drive a motor vehicle unless he can produce a certificate from an Opthalmic Surgeon, appointed by the licensing authority, to the effect that his eye-sight is normal.

67. *Duration of permit.*—A driver's permit shall remain in force from the date on which it is granted until the 31st March following, but shall cease to be in force, if before that date the holder's license to drive is suspended or cancelled, or expires and is not renewed.

68. *Transfer and suspension of permit.*—A driver shall not transfer or lend his permit or badge to any person, and on his permit being suspended or cancelled or on the expiry of the term thereof shall surrender his permit and badge to the licensing authority within 24 hours of such suspension or cancellation or expiry.

69. *Change of residence in India.*—As often as a driver changes his residence, he shall give notice thereof to the Motor Vehicles Department at the Head Police Office, Bombay, in writing within two days after such change.

70. *Driver's dress.*—A driver of a taxi car or cab or an omnibus shall be properly dressed in clean uniform of the description prescribed by the licensing authority.

71. No person shall be granted a license to drive a taxi nor shall his taxi-driving license be renewed unless he can produced six suits in good condition and in accordance with the above regulations.

72. *Rules to be observed by driver.*—No driver of a motor vehicle shall—

(*a*) be drunk during his employment ;

(*b*) make use of insulting or abusive language or gesture ;

(*c*) stand (elsewhere than at some stand or other place appointed for the purpose) or loiter for being hired in or upon any public street or road or place ;

(*d*) refuse to give way when he reasonably should to any other vehicle ;

(*e*) wrongfully prevent or attempt to prevent the driver of any other motor vehicle from being hired ;

(*f*) terminate the hiring before he has been discharged by the hirer ;

(*g*) ply for hire any motor vehicle which is at the time unfit for public use ;

(*h*) shout or make use of the horn or any mechanical device in order to attract the attention of the public or of a possible hirer or for any other reason, or act in such a way as to cause inconvenience or annoyance to the public.

(*i*) drive a motor vehicle other than that the number of which is endorsed on his permit.

SPECIAL RULES FOR TAXI CAR OR CAB DRIVERS.

73. *Proper fare to be demanded or charged.*—No driver or owner of a taxi car or cab or agent employed on behalf of such driver or owner, shall exact or demand more than the proper fare to which he is legally entitled.

74. *Driver to wear a badge.*—The driver when on duty with his taxi car or cab shall wear in a conspicuous place on his left breast a metal badge, which shall be numbered and supplied to him by the licensing authority on payment of the cost.

75. *Certain drivers to keep ready for hire.*—The drivers of the first two taxi cars or cabs on a stand must stay beside their vehicles and must be ready to be hired at once by any person :

Provided that a hirer wishing to hire any particular car or cab on the stand may do so.

76. *Cars on stand to move up as vacancies occur.*—Every taxi car or cab on a stand must move up as vacancies occur.

77. *Cars on stand : how to be kept.*—Every taxi car or cab on the stand shall be kept as near as possible to the kerb or near side of the stand. No taxi car or cab shall be kept at the stand at a greater distance than one foot from the motor vehicle next in front or remain with its front wheels off the straight or at an angle to the sides of the stand.

HOME DEPARTMENT.

Bombay Castle, 6th August 1930.

No. 7245/2.—In exercise of the powers conferred by section 11 of the Indian Motor Vehicles Act, 1914 (VIII of 1914), the Governor in Council is pleased further to amend the Public Conveyance (Motor Vehicles) Rules, 1922, published in Government Notification, Home Department, No. 261, dated the 17th July 1922, as follows, namely:—

"In rule 71 of the said rules the word 'four' shall be substituted for the word 'six' between the words 'produce' and 'suits'."

By order of the Governor in Council,

G. F. S. COLLINS,
Secretary to Government.

H 680—No. P. B. 1

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78. *Taxi car on stand must accept hire.*—No taxi car or cab engaged for some future time shall remain on the stand unless the driver is willing to accept any intermediate hiring that may be offered.

79. *No disabled taxi car to remain on stand.*—No disabled taxi car or cab shall remain on the stand unless such disablement is strictly temporary and can be and is remedied at once. If the disablement is not of such a nature, the vehicle shall at once be removed for repair.

80. *Taxi car not to stand at certain places.*—No taxi car or cab shall be suffered to stand opposite the entrance of any street or carriageway or in any street or thoroughfare except at the side or part thereof.

81. *When driver bound to accept fare and to ply for hire.*—No driver shall, without reasonable excuse, refuse to accept a fare when the flag is in a vertical position, or without sufficient reason fail to cause his motor vehicle to ply for hire when required to do so by a police officer.

82. *Starting and stopping of taxi-meter.*—The driver of every taxi car or cab shall, as soon as he is hired and no sooner, set the taxi-meter in motion and upon the termination of the hiring shall immediately stop the same. If he neglects or fails to do so, he shall be deemed to have committed a breach of this rule.

Note.—A taxi car or cab shall be considered to be hired from the time it has been engaged or, if called from a distance, from the time of such call.

83. *Driver to proceed by the shortest and quickest route.*—The driver shall, in the absence of reasonable cause to the contrary, proceed to the destination named by the hirer by the shortest and quickest route.

84. *Flag at Break Down.*—In the event of a taxi car or cab whilst hired being unable to proceed from any mechanical or tyre failure, either temporary or otherwise, the driver shall at once lower the flag to "Break Down" and shall not restart the meter until such time as the defect is remedied.

85. *Property left in taxi car.*—The driver of a taxi car or cab immediately after hiring shall carefully search for any property accidentally left in it, and shall take the same within 24 hours, if not sooner claimed by the owner, to the nearest police station.

86. *Driver not to do certain acts.*—No driver of a taxi car or cab shall—

(*a*) wilfully obstruct or hinder the driver of any other motor vehicle in taking up or setting down any person into or from such other vehicle;

(*b*) make use of a taxi car or cab in connection with or for the furtherance of prostitution, or act as a habitual procurer for prostitutes or live on the earnings of prostitutes;

(*c*) carry a cleaner or any other attendant;

(*d*) carry any passenger or luggage in excess of the number of passengers or the quantity of luggage entered on the owner's permit;

(*e*) cover or obscure the face of the taxi meter at any time or under any circumstances.

87. *Special Rules for motor vehicles let for hire.*—Conditions of letting on hire of motor vehicles not fitted with taxi-meters :

Motor Vehicles not fitted with taxi-meters may be licensed to be let on hire on the following conditions :—

(*a*) that not less than 6 cars belonging to any one firm shall be licensed ;

(*b*) that garage accommodation shall be provided by the firm for such cars ;

(*c*) that such cars and the persons licensed to drive them shall conform to the rules made under the Act except the rule with regard to the fitting of taxi-meters ; and

(*d*) that cars so licensed shall be let for hire only from garages and shall not ply for hire on public taxi stands or ranks or other public places.

Miscellaneous.

88. *Injury to a taxi car or cab.*—No person using a taxi car or cab shall wilfully or negligently injure the same.

89. *Refusal to pay fare.*—No person hiring a taxi car or cab shall refuse or omit to pay the legal fare.

90. *Dispute between passenger and driver.*—In case of a dispute between the passenger and the driver either party may require the other to proceed to the nearest police officer of rank not below that of Inspector, who shall, if the dispute cannot be settled, obtain the names and addresses of the parties concerned and refer them to the Magistrate having jurisdiction.

91. *Suspension or cancellation of permit.*—The licensing authority may in his discretion suspend or cancel any taxi driver's permit or owner's permit where the holder thereof has committed any breach of these rules.

92. *Power to refuse owner's permit.*—Notwithstanding anything contained in these rules, if there is anything in the construction, working or general appearance of a motor vehicle which, in the opinion of the licensing authority, renders the vehicle unfit for public use, an owner's permit shall not be issued in respect of such vehicle.

Motor Omnibus Rules.

93. All motor-omnibuses must be presented for inspection in a thoroughly good condition and no motor-omnibus will be certified fit for public use unless it is properly painted and varnished ; but proprietors may, if they so desire, apply for preliminary inspection of the chassis.

94. Each motor-omnibus intended for licensing must be presented at the Head Police Office for inspection. The proprietor must at the time of inspection produce the certificate of registration, also one from the maker or maker's agent stating that the materials of which all the parts of the vehicle are constructed are good, that the machinery is safe and that the vehicle is in every way fit for use as a public conveyance.

HOME DEPARTMENT.

Bombay Castle, 13th August 1932.

No. 109/3.—In exercise of the powers conferred by section 11 of the Indian Motor Vehicles Act, 1914 (VIII of 1914), the Governor in Council is pleased further to amend :—

I. The Public Conveyance (Motor Vehicles) Rules, 1922, published in Government Notification, Home Department, No. 261, dated the 17th July 1922, as follows, namely :—

The following sentence shall be added to sub-rule (2) of rule 98 of the said rules :—

"The overall length will be measured from the foremost point of the vehicle excluding the starting handle."

II. The rules regulating the use of Motor Vehicles let or plying for hire in all districts in the Presidency Proper outside the City of Bombay, published in Government Notification, Home Department, No. 8623, dated the 10th February 1927, as follows, namely :—

The following sentence shall be added to sub-rule (2) of rule 63 of the said rules :—

"The overall length will be measured from the foremost point of the vehicle excluding the starting handle."

By order of the Governor in Council,

C. B. B. CLEE,
Officiating Secretary to Government.

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Bk H 632—P. B. 6.

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95. A certificate from the proprietor stating that there has been no alteration in the design of the machinery since the previous date of inspection, supported by the maker's certificate, must be presented with each omnibus submitted for renewal of license. Should any alteration be made in the design of the machinery since the last inspection, full particulars of such must be stated and the same procedure may be insisted upon as for a first inspection.

96. (1) When making an application for a motor-omnibus to be inspected the proprietor shall specify the route or routes upon which he intends the vehicle to ply and the time-table according to which he is prepared to give a service, and on the routes and the time-table being approved, they must not be departed from except with the written permission of the licensing authority. Definite stopping stations whether "regular" or "request", shall be specified at the time of application.

(2) The licensing authority may in its discretion limit the number of motor-omnibuses plying on a particular route or routes.

97. The registered axle weight of any axle of a motor-omnibus shall not exceed 5½ tons and the sum of the registered axle weights on all the axles of a motor omnibus shall not exceed 9 tons.

N.B.—The total weight shall not exceed 9 tons when the vehicle is in every respect ready for service and has its full lawful load;

126 lbs. shall be allowed for each passenger, the driver and the conductor.

98. (1) *Chassis length.*—The overall length of a motor-omnibus shall not exceed 27 feet and 6 inches.

(2) *Overhang behind rear wheels.*—The overhang behind rear wheels measured from the centre of the rear of the axle shall not exceed 7/24ths of the overall length of the vehicle.

99. All the under parts of the vehicle inside the pivots of the front axle and steering arms (which must be placed as near as possible to the road wheels) as far back at least as the rear axle must clear the ground by at least 10 inches when the vehicle is fully loaded, sufficient allowance in addition being made to provide for the wear of the tyres, set of the springs, or other causes of lessened height so that the minimum clearance of 10 inches is at all times maintained.

100. (1) *Chassis springs.*—The springs of the chassis must be properly hung and must be of sufficient strength and flexibility to meet all likely contingencies.

(2) (*a*) *Rear.*—The rear springs must be attached to or bear upon the back axle or axle casing as near to the road wheels as possible and the distance between the springs from outside to outside must not be less than 50 per cent. of the overall width of the vehicle.

(*b*) *Front.*—The front springs must be as wide apart as possible and not less than 37 per cent. of the overall width of the vehicle from outside to outside; provided that if the width or the rear springs from outside to outside is 53 per cent. of the overall width of the vehicle, or more, he minimum width between the front springs as provided above may be reduced by 1 inch.

(*c*) *Cross springs.*—Cross springs are prohibited.

101. (1) *Wheel base.*—The wheel base should in all cases be so proportionate that skidding or improper movements shall be as far as possible avoided but no more than 7/24ths of the total length, including the body, is allowed to overhang the centre of the rear wheel.

(2) If it is found that a vehicle skids badly or cannot be held under proper control the licensing authority may serve a notice on the proprietor "not to use the vehicle" and may refuse to license the vehicle again until the defects have been remedied.

102. *Wheel track.*—The wheel tracks of both front and rear wheels shall coincide and the distance between the centre lines of the tracks of the front wheels shall not be less than 69 per cent. of the overall width of the vehicle.

103. *Road wheels.*—The road wheels must be of sufficient and suitable diameter but must not be made so heavy as to throw an undue strain upon the steering gear or other parts.

104. *Tyres.*—Pneumatic tyres only will be permitted.

105. *Chassis breadth.*—The breadth of the chassis must not be greater than 7 feet 6 inches at any part.

106. Motor-omnibuses which are intended to ply upon routes which have bridges, will be subject to a special test and additional brakes or other fittings may be required.

107. Each vehicle must be capable of being readily steered and of turning corners without unduly interfering with other traffic.

108. The steering arms and other connections of the vehicle must be of ample strength, and as far as possible protected from damage by collision.

109. The ball and socket joints of steering connections, when such are used, should not be pendent, but the longitudinal or transverse rods must be carried upon the ball.

110. Every motor-omnibus must be submitted whenever required at the Head Police Office, Bombay, to be specially tested in respect of noise and vibration.

111. Suitable and approved appliances for extinguishing fire must be carried in such a position as to be readily available for use.

112. The exhaust pipe must not be laid inside the tray or undershield or be fixed in such a position that oil or any vaporisable or inflammable material is likely to be dropped upon it.

113. The camber shall not ordinarily be more than 3 inches but may, if the proprietor so desires, be made up to but not exceeding 5 inches provided the outside of roof is so constructed as to give an equivalent in all respects to a 3 inches camber and the maximum height from the ground is not in any way increased.

114. (*a*) The height inside measured in the centre line of the omnibus from the top of the floor battens to the lower edge of the hoop stick or other projections must not be less than 5 feet 10 inches nor more than

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No. 109/3.—In exercise of the powers conferred by section 11 of the Indian Motor Vehicles Act, 1914 (VIII of 1914), the Governor in Council is pleased further to amend :—

I. The Public Conveyance (Motor Vehicles) Rules, 1922, published in Government Notification, Home Department, No. 261, dated the 17th July 1922, as follows, namely :—

In sub-rule (1) of rule 101 of the said rules, the words "but no more than 7/24ths of the total length including the body is allowed to overhang the centre of the rear wheel" shall be deleted.

II. The rules regulating the use of motor vehicles let or plying for hire in all districts in the Presidency Proper outside the City of Bombay published in Government Notification, Home Department, No. 8623, dated the 10th February 1927, as follows, namely :—

In sub-rule (1) of rule 66 of the said rules, the words "but no more than 7/24ths of the total length including the body is allowed to overhang the centre of rear wheel" shall be deleted.

By order of the Governor in Council,

R. M. MAXWELL,
Secretary to Government.

HOME DEPARTMENT.

Bombay Castle, 27th July 1931.

No. 9105/2.—In exercise of the powers conferred by section 11 of the Indian Motor Vehicles Act, 1914 (VIII of 1914), the Governor in Council is pleased further to amend the Public Conveyance (Motor Vehicles) Rules, 1922, published in Government Notification in the Home Department, No. 261, dated the 17th July 1922, as follows, namely :—

In rule 121 of the said rules—

(*a*) the words " and at the rear " and the penultimate sentence " An entrance..... of the vehicle " shall be deleted, and

(*b*) for the words " such entrances " the words " every such entrance " shall be substituted.

By order of the Governor in Council,

G. F. S. COLLINS,

Secretary to Government.

T H 429—No. P. B. 2

[*Price*—Pies 6 *or* 1*d*.]

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6 feet to the centre line of roof boards. From the ground to the spring of the roof outside or the edge of the drip boards, the height must not be greater than 9 feet nor must the height to the outside centre of the roof be more than 9 feet 3 inches.

(*b*) In the case of an omnibus fitted with a collapsible canvas roof or hood, the height from the floor boards to the centre line of the roof or hood must not be less than 5′ 4″ at any point.

115. The width between seat backs must not be less than 56 inches, where the seats are placed lengthwise.

116. At least 15½ inches measured in a straight line must be allowed for each passenger on every seat which seat must be fit and proper and convenient for sitting on. When cross or "garden" seats are fitted inside there must be at least 26 inches clear space between the backs of the seats so that there shall be room for the knees of the passengers.

117. Corner pillars for bodies must be of sufficient strength and the body must be properly ironed and stayed to give the necessary strength for the weight to be carried and to resist the effects of the vibration to which it is liable.

118. (1) No seat will be permitted which, when occupied, is likely to cause obstruction to persons using the landing board or gangways.

(2) The width of the gangway must not be less than 12 inches up to seat level. Above seat level the width of the gangway must not be less than 14 inches. Any form of seating accommodation across or in the gangway is prohibited.

119. The backs of all seats must be closed to avoid unnecessary risk of [illegible] pockets of passengers being picked.

When cushions are provided for seats, they must be covered with leather cloth of good quality, rattan or other suitable material.

121. Steps for entrance to the inside must be placed on the near side and at the rear of the vehicle. They must be safe and convenient; suitable and efficient means being provided by rails or bands to assist passengers entering and leaving. The lowest steps shall not be more than 15 inches nor less than 10 inches above the ground. An entrance answering to the above conditions may also be provided on the front near side of the vehicle. The width of such entrances must not be less than 18 inches.

122. The risers of all steps must be closed and the treads fitted with an approved form of tread-plate.

123. There must be proper ventilation without the necessity for opening windows, except where small separate ventilating windows are provided, in which case suitable provision must be made for the opening to be adjustable.

124. When the side windows are to be lowered such provision must be made (by means of guard rails or otherwise) that the arms of a passenger cannot be thrust through so as to be endangered by passing vehicles.

125. Effective means must be provided to prevent the rattling of window frames and glasses.

126. The omnibus must be suitably lighted inside and outside. Only electric lighting will be permitted.

127. A box or other approved means must be fitted to the front and to the rear of the vehicle to show the destination to which the vehicle is proceeding. The letters and back-ground must be black and white, respectively, and the letters at least 4½ inches high and proportionately thick.

128. The termini of routes shall be painted in black and white letters not less than 4 inches high and of proportionate thickness and be exhibited on the front and rear of the vehicle. Route boards showing the principal points of route in geographical sequence according to the direction in which the vehicle is travelling shall be exhibited on the sides of the vehicle.

129. The destination boards shall be illuminated by night in an approved manner for the guidance of intending passengers.

130. The following particulars shall also be suitably painted on the omnibus :—

(*a*) the weight and rate of speed required by the Motor Vehicles Rules ;

(*b*) fares shall be painted legibly inside ;

(*c*) the number of passengers which the vehicle is licensed to carry shall be painted legibly inside and outside.

131. No passenger shall be allowed to ride alongside the driver.

132. No cans or other receptacles for oil, water, etc., are to be carried on the driver's footboard nor may anything be placed in such a manner or position as will be likely to hamper the driver or otherwise give cause for complaint.

133. Each motor-omnibus shall be fitted with an approved form of side lifeguards.

134. Though the above conditions may have been complied with, yet if there be anything in the construction, form or general appearance of the vehicle which, in the opinion of the licensing authority, renders it unfit for public use, or if the applicant is unable to provide a regular service at such intervals of time as the licensing authority may consider necessary, the grant of a license may be refused by him.

Penalty.

135. *Penalty for breach of the rules.*—Any breach of these rules is punishable with fine which may extend to Rs. 100 and in respect of a second conviction up to Rs. 200, under section 16 of Act VIII of 1914.

FORM A.

(Vide *rule 54*)

OWNER'S PERMIT FOR MOTOR VEHICLE LET OR PLYING FOR HIRE.

Fee—Five rupees (Rs. 5).

Duplicate—Two rupees eight annas (Rs. 2-8-0).

No. of Permit—

By virtue of the powers vested in me by rule 54 of the Public Conveyance (Motor Vehicles) Rules, 1922, I grant to you,__ _____ __ _____, residing at_____, this permit on the conditions mentioned in the said Rules* to let or ply for hire the motor vehicle numbered below from the date hereof till the 31st March 193 , unless this permit is sooner cancelled or suspended.

No. of Motor Vehicle.

No. of passengers which may be carried.

Quantity of luggage or goods which may be carried.

Dated_____

Licensing Authority.

* Copy of the Rules may be printed as an accompaniment to the Permit.

FORM B.

(Vide *rule 61*)

DRIVER'S PERMIT

Fee—Ten rupees (Rs. 10).

Renewal fee—Six rupees.

Duplicate fee—(Rs. 2-8-0).

Photograph of the driver.

Permit No._____

Badge No._____

By virtue of the powers vested in me by rule 61 of the Public Conveyance (Motor Vehicles) Rules, 1922, I grant to you,_____, residing at_____ this permit on the conditions mentioned in the said Rules* to act as driver of motor vehicle No. to be let or plied for hire, and none other, within the limits of the town and island of Bombay from the date hereof till the 31st March 193 , unless this permit is sooner cancelled or suspended.

Name of owner of motor vehicle _____

Address of owner_____

Dated _____

Licensing Authority.

*Copy of the Rules may be printed as an accompaniment to the Permit.

BOMBAY : PRINTED AT THE GOVERNMENT CENTRAL PRESS.

Office of the Secretary
Motor Transport Committee

9

Revised Rules to Regulate the Use of Motor Vehicles plying for hire in Public Places outside the City of Bombay

THIRD EDITION

[Price—Anna 1 *or* 1*d.*]

BOMBAY
PRINTED AT THE GOVERNMENT CENTRAL PRESS
1929

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Rules regulating the use of Motor Vehicles let or plying for hire in all Districts in the Presidency Proper outside the City of Bombay as notified in Government Notification, Home Department, No. 8623, dated 10th February 1927 and amended by Government Notifications No. 8623, dated the 29th February 1928, No. 1509/2, dated the 4th May 1928, No. 4503/2, dated the 18th February 1929 and No. 8623, dated the 7th June 1929.

I.—GENERAL RULES.

1. In these rules "Motor Vehicle" shall mean a motor vehicle let or plying for hire, and the term 'owner' includes a person who plies a motor vehicle for hire on contract with the owner.

1A. A motor omnibus means a motor vehicle, not being a taxi-car or cab, plying for hire in which the passengers are charged to pay separate and distinct fares for their respective seats therein.

2. Such of the Bombay Motor Vehicles Rules, 1915, as amended up to 1st April 1925 and subsequently thereto from time to time as are not inconsistent with the provisions of these rules, shall apply to motor vehicles let or plying for hire.

3. (1) Subject to the provisions of rule 7 (5) no motor vehicle shall be let or plied for hire in public places without an owner's permit granted by the District Superintendent of Police. A fee of Rs. 5 shall be charged for the permit and a fee of Rs. 2-8-0 for every renewal or duplicate thereof. Such permit shall be in the form "A" set forth in the schedule appended to this Notification with such variations as the circumstances require. The District Superintendent of Police shall enter on such permit the maximum number of passengers (including driver and also cleaner, conductor, or agent, if any), and the quantity of luggage which may be carried at any one time in such vehicle. In the case of vehicles owned by a Company or a partnership, the name of the Manager or Agent should be shown in the owner's permit.

(2) The seating capacity shall be fixed by the District Superintendent of Police in accordance with the scale of the Bombay Motor Department for various types of standard cars. Extra seats may be given provided the body is radically altered so as to give the necessary passenger and luggage accommodation.

4. Subject to rule 5, such permit shall remain in force from the date on which it is granted until the 31st March following and shall not be transferred to any person without sanction duly endorsed thereon by the District Superintendent of Police.

5. (1) A motor vehicle shall be liable to examination by the District Superintendent of Police or by a Sub-Divisional Gazetted Police Officer specially authorised in that behalf by him, at such times as the District Superintendent of Police or the Sub-Divisional Gazetted Police Officer, where such officer is authorised as aforesaid, may prescribe, and the owner's permit may be suspended or cancelled by him if the

vehicle does not comply with the requirements of these rules or with those of the Bombay Motor Vehicles Rules of 1915, as amended up to 1st April 1925, and subsequently thereto, or is not passed by the District Superintendent of Police or the Sub-Divisional Gazetted Police Officer as fit to ply for hire, or is not produced for examination at the time and place prescribed as aforesaid.

(2) On an "A" permit being suspended or cancelled or ceasing to be in force and not renewed, it shall be surrendered forthwith to the District Superintendent of Police.

6. The owner of a motor vehicle shall maintain regularly a register in the form "C" set forth in the schedule appended to this Notification.

7. (1) A motor vehicle shall not, in any circumstances, be driven by any person other than a driver, who shall carry with him and produce, whenever required by a police officer, a public driver's "B" permit, signed by the District Superintendent of Police that he is a competent and careful driver, that he has a thorough knowledge of the rates for hire sanctioned, and that he is in all respects a fit person to be the driver of a motor vehicle to be let or plied for hire.

(2) A public driver's permit will be granted only to a person who already holds an ordinary license to drive which is for the time being in force.

(3) A public driver's permit shall remain in force from the date on which it is granted until the 31st March following, but shall cease to be in force if the holder's license to drive is suspended or cancelled, or expires and is not renewed.

8 (4) A fee of Rs. 1 shall be charged for the permit and a fee of Rs. 2 5 for ~~every~~ its renewal or duplicate thereof. Such permit shall be in the form "B" set forth in the schedule appended to this Notification with such variations as the circumstances require.

1 and a fee of Rs 2/= for a

(5) An owner's permit or a public driver's permit granted by the District Superintendent of Police of one district or the Commissioner of Police, Bombay, shall be valid within the limits of another district provided that it bears the countersignature of the District Superintendent of Police of the latter district. No fee is payable for such countersignature. Such permits may be suspended or cancelled by the latter officer for any breach of the rules or conviction under the Indian Motor Vehicles Act within his district.

(6) The District Magistrate may by order prohibit the driving of motor vehicles or any specified class of motor vehicles on any public road, and no such vehicles shall be driven on any such road while such order is in force.

8. The rates for the fare or hire of a motor vehicle shall be in accordance with a schedule to be approved by the District Magistrate. The driver of a motor vehicle shall be entitled to charge for detention after having been hired and for any package carried in such vehicle in accordance with the rates fixed by the District Magistrate in that behalf. The rates fixed under this rule shall be exhibited on the motor vehicle.

9. Every motor vehicle intended to be let or plied for hire must be taken to the place appointed by the District Superintendent of Police,

or the Sub-Divisional Gazetted Police Officer authorised in that behalf by the District Superintendent of Police, for inspection. The owner or person in charge of such motor vehicle shall at the same time produce a certificate of registration of the motor vehicle under the Bombay Motor Vehicles Rules, 1915, as amended up to 1st April 1925 and subsequently thereto.

10. The brakes shall, so far as possible, be so affixed as to be capable of easy adjustment and at least one brake must be so made as to be applied by the foot of the driver. The brakes will at any time be subject to inspection.

11. All brakes and steering connections secured with bolts must have such bolts secured with nuts and locked or pinned. These parts will, at any time, be subject to inspection.

12. The machinery should be so constructed that no undue noise or vibration is caused, and the vehicles must be fitted with pneumatic tyres.

13. All parts connected by bolts or studs and nuts subject to severe vibration must be fastened by lock nuts or by nuts and approved spring or lock nut washers to prevent their working loose and rattling, and any motor vehicle with lamp brackets, mud-guard brackets and other carriage fittings so loose as likely to cause unnecessary noise will be regarded as unfit for use as a public conveyance.

14. Carburettors must not be placed in close proximity to magnetos or to connections of wires carrying electric current unless they are suitably encased or screened.

15. Effective means must be adopted for preventing the heat of the engine or exhaust pipe connections from injuriously affecting other parts of the motor vehicle or the comfort of the passengers. All wires carrying electric current must be properly insulated and protected from injury and so placed that they cannot be a cause of danger.

16. Tanks for petrol or other liquid fuel must be made of suitable material properly constructed and of sufficient strength. They should be so placed that any overflow shall not accumulate on wood work, or where it can be readily ignited. The filling nozzle or inlet for the petrol or other liquid fuel should, where possible, be brought to the outside of the body.

17. When a guard or tray is fixed underneath, it must be so constructed that any overflow of petrol from the carburettor shall not be retained in the tray.

18. The machinery must be so constructed or placed that oil from the bearings shall not be allowed to drop on the road-way. When trays are fixed to prevent this they must have suitable webs for retaining the oil when ascending or descending hills or be otherwise suitably constructed with that object; the oil must be cleaned out frequently and not allowed to accumulate from day to day.

19. The lubrication of the engine and the carburation of the working mixture must be so controlled that smoke is not ejected with the exhaust or from any other part.

20. The outlet from the silencer should not be so placed as to eject the exhaust directly on to the road-way, or so placed, or so directed, as to alarm animals immediately behind the motor vehicle.

21. Each car must be capable of being readily steered and able to turn on each lock and proceed in a contrary direction within a reasonable space.

22. Provision must be made for the conveyance of a reasonable quantity of luggage and efficient means must be provided for securing it and protecting it against rain. When it is intended to carry luggage on the roof there must also be an approved fixed roof guard rail. The carrying of passengers anywhere except in the seats provided for the purpose is forbidden.

Provided that the District Superintendent of Police may grant exemption from this rule either generally or in particular cases.

The quantity of luggage to be carried free of charge shall not exceed 20 lbs. per passenger.

23. Where acetylene or other gas is used to light the vehicle the cylinders or vessels which contain the gas, or in which it is generated must be fixed outside in such a position as to be removed so far as possible from the danger of accidental ignition.

24. The floor must be covered with mats of rubber, coir or some other suitable material.

25. No printed, written or other matter, other than the sanctioned rates of hire, or these rules, shall appear on the inside or outside of the motor vehicle or be carried by way of advertisement, except such, if any, as may be approved by the licensing authority.

26. Except celluloid windows made in hoods or side curtains, no celluloid or xylonite fittings shall be placed inside or outside the motor vehicle, but this rule does not apply to the inside of the accumulators.

27. The cushions of seats, where such are provided, must be covered and stuffed with suitable material.

28. The doors, windows, seats, roof, springs, cushions, wheels, linings, panels and all furniture and appointments of the motor vehicle must be in proper order and repair, the paint and varnish in good condition, and the inside perfectly clean.

29. Every motor vehicle shall carry in a prominent position a disc of the size and pattern approved by the District Superintendent of Police showing in white figures on a red ground the number of persons, including the driver and cleaner, conductor or agent (if any), which the vehicle is licensed to carry.

The District Superintendent of Police shall indicate the position on the motor vehicle in which the disc should be affixed.

30. The driver when on duty with his motor vehicle shall wear in a conspicuous place on his left breast a metal badge which shall be numbered and supplied to him by the District Superintendent of Police at his cost.

31. The driver shall not transfer or lend his "B" permit or badge to any person, and on his permit being suspended or cancelled or ceasing to be in force the permit and badge shall be surrendered to the District Superintendent of Police.

32. As often as the driver changes his residence, both the owner of the vehicle and also the driver shall give notice thereof at the office of the District Superintendent of Police, in writing, within one week after such change.

33. No vehicle shall be suffered to stand across any street or thoroughfare or opposite the entrance of any street or carriage way.

34. No driver shall, without reasonable excuse, refuse to accept a fare, and no driver or owner, or agent employed on behalf of an owner, shall refuse to sell a ticket to any person on grounds of caste or community or refuse to allot a vacant seat to any ticket-holder on those grounds.

35. The District Magistrate shall have power to appoint stands or places at which motor vehicles may stand to ply for hire.

36. The drivers of the first two motor vehicles on the stand must stay beside their vehicles and must be ready to be hired at once by any person.

Provided that a hirer wishing to hire any particular car on the stand may do so, but buses are not obliged to start until there is a full compliment of passengers.

37. Every motor vehicle on the stand must move up as vacancies occur.

38. No motor vehicle engaged for some future time shall remain on the stand unless the driver is willing to accept any intermediate hiring that may be offered.

39. No disabled motor vehicle shall remain on the stand unless such disablement is strictly temporary and can be remedied at once. If the disablement is not of such nature the vehicle shall be at once removed for repair.

40. The driver shall be responsible that :—

(*a*) sufficient petrol is carried on the car for the journey for which it is engaged ;

(*b*) a spare rim or wheel complete with tyre and tube ready for immediate use is carried on the vehicle ; and

(*i*) if the vehicle is licensed to carry more than 7 passengers—an additional spare serviceable tyre and tube ; or

(*ii*) if the front and rear wheels are of different dimensions—at least one spare serviceable rim or wheel with tyre and tube of each size.

41. The driver shall, in the absence of reasonable cause to the contrary, proceed to the destination named by the hirer by the shortest and quickest route.

42. No owner or employè and no driver of a motor vehicle shall :—

(*a*) be drunk during his employment ;

(*b*) make use of insulting of abusive language or gesture ;

(*c*) stand (elsewhere than at some stand or other place appointed for the purpose) or loiter for the purpose of being hired, in or upon any public street or road or place :

(*d*) refuse to give way (when he reasonably and conveniently may and should do so) to any other vehicle ;

(*e*) wilfully obstruct or hinder the driver of any other motor vehicle in taking up or setting down any person into or from such other vehicle ;

(*f*) wrongly prevent, or attempt to prevent, the driver of any other motor vehicle from being hired ;

(*g*) terminate the hiring before he has been discharged by the hirer ;

(*h*) ply for hire any motor vehicle which is at the time unfit for public use ;

(*i*) shout in order to attract the attention of the public or of a possible hirer or, for any other reason, act in such way as to cause inconvenience or annoyance to the public ;

(*j*) use the motor vehicle or cause it to be used in connection with or for the furtherance of prostitution, or act as a habitual procurer for prostitutes ;

(*k*) carry any passenger or luggage in excess of the number of passengers or the quantity of luggage entered on the owner's permit, under the provisions of rule 3 ;

(*l*) except at the request of the hirer, have the face of the taxi-meter, if fitted, covered or obscured at any time or under any circumstances.

43. No driver or owner of a motor vehicle or agent employed on behalf of such owner shall exact or demand more than the proper fare to which he is legally entitled.

43A. If there be no accommodation in the motor vehicle for a passenger from whom the fare has been received, the amount of such fare shall, on demand, be returned to him by the person who has received the same : Provided that a passenger shall not be entitled to demand the return of his fare, if he fails to occupy a seat in the vehicle before the scheduled or actual time of its departure, whichever is later, although the accommodation was available for him.

43B. The owner of every motor vehicle to be let or plied for hire shall intimate to the District Superintendent of Police the name and address of any person appointed on his behalf as agent for the sale of motor tickets to passengers and such person if approved as a suitable person by the District Superintendent of Police shall be given a badge authorizing him to work as an agent. No person other than such recognized agent shall sell motor tickets and such agent shall sell the tickets of such owner or owners only as have engaged him.

44. The driver shall be properly dressed in clean uniform of the description prescribed by the District Superintendent of Police.

45. The District Superintendent of Police may in his discretion suspend or cancel any public driver's permit or owner's permit where the holder thereof or his agent has committed any breach of these rules, or been convicted of an offence under the Indian Motor Vehicles Act.

46. The District Superintendent of Police may in his discretion refuse to license any motor vehicle until the owner has taken out an insurance policy to cover passengers' and third-party risks. The amount of such policy shall not be less than Rs. 300 per seat of the vehicle and not less than Rs. 5,000 for any one vehicle, provided that in the case of vehicles licensed to carry fewer than seven passengers the District Superintendent of Police may fix a smaller amount.

47. Every motor vehicle fitted with a taxi-meter must have a light so fixed as to illuminate the taxi-meter at night.

48. No driver of a car fitted with a taxi-meter shall, without reasonable excuse, refuse to accept a fare when the flag is in a vertical position.

49. The driver of every motor vehicle fitted with a taxi-meter shall, as soon as he is hired and no sooner, set the taxi-meter in motion, and upon the termination of the hiring shall immediately stop the same. If he neglects or fails to do so he shall be deemed to have committed a breach of this rule. But if a motor vehicle is called from a garage or stand to take up a passenger at any place less than 500 yards from the garage or stand, the taxi-meter shall not be set in motion until the motor vehicle shall arrive at such place and be ready to take up the passenger.

50. In the event of a motor vehicle fitted with a taxi-meter being unable while hired to proceed from any mechanical or tyre failure, either temporary or otherwise, the driver shall at once lower the flag to "break down" and shall not restart the meter until such time as the defect is remedied.

II.—Special Rules.

For the Thana and Bombay Suburban Districts.

51. (1) Every motor vehicle shall be fitted with an approved style or pattern of taxi-meter to indicate to the hirer the fare chargeable: Provided that the District Superintendent of Police may grant exemption from this rule either generally or in particular cases.

(2) No taxi-meter shall be affixed to any such motor vehicle unless the seal or mark, if any, approved by the District Superintendent of Police be fixed thereto.

(3) No person shall break or in any way tamper with the seal or mark placed on the taxi-meter, or with intent to deceive, tamper with the taxi-meter.

52. Every taxi-meter shall be tested by the Victoria Jubilee Technical Institute.

53. Every taxi-meter which passes the test shall be sealed in such a manner that it cannot be opened without removing the seals.

54. After the taxi-meter is affixed to a motor vehicle and before the vehicle is let or plied for hire the taxi-meter shall be submitted to the Office of the District Superintendent of Police for the purpose of being examined as to correctness of fittings and to be given a practical road test of about 5 miles and a time test of about 15 minutes. If found to be correct, the whole of the fittings shall then be sealed to the motor vehicle in such a manner that they cannot be removed or tampered with without removing the seal.

55. Every taxi-meter shall at least once a year be sent to the Victoria Jubilee Technical Institute to be tested, and as often as the seals are removed for repairs or adjustments or for any other purpose.

56. A fresh road test shall be made by the Motor Vehicles Department each time the meter or transmission gearing is removed or repaired.

For the Kanara District.

57. No motor vehicle let or plying for hire shall ordinarily travel by night on any of the roads within the district except with the permission of the District Magistrate or District Superintendent of Police. This rule does not apply to cars under Postal Contract.

Special rules for the Districts in the Northern and Bombay Suburban Divisions.

MOTOR OMNIBUS RULES.

58. All motor-omnibuses must be presented for inspection in a thoroughly good condition and no motor-omnibus will be certified fit for public use unless it is properly painted and varnished; but proprietors may, if they so desire, apply for preliminary inspection of the chassis.

59. Each motor-omnibus intended for licensing must be presented at the office of the District Superintendent of Police for inspection. The proprietors must at the time of inspection produce the certificate of registration, also one from the maker or maker's agent stating that the materials of which all the parts of the vehicle are constructed are good, that the machinery is safe and that the vehicle is in every way fit for use as a public conveyance.

60. Should any alteration be made in the design of the machinery since the last inspection, full particulars of such must be stated and the same procedure may be insisted upon as for a first inspection.

61. (1) When making an application for a motor-omnibus to be inspected the proprietor shall specify the route or routes upon which he intends the vehicle to ply, and on the routes being approved, they must not be departed from except with the permission of the licensing authority. Definite stopping stations whether "regular" or "request" shall be specified at the time of application.

(2) The licensing authority may in its discretion limit the number of motor-omnibuses plying on a particular route or routes.

62. Every motor-omnibus must be so constructed that the following maxima of weight are in no case exceeded :—

Unloaded	.. 3 tons.
or if the manufacturers prefer	
Back axle weight laden	.. 4 tons.
Front axle weight laden	.. 2 tons.

The total weight shall not exceed 6 tons when the vehicle is in every respect ready for service and has its full lawful load ; 126 pounds each shall be allowed for the passengers, the driver and the conductor.

63. (1) *Chassis Length.*—The length of the chassis of a motor-omnibus must not exceed 23 feet and the total length of the vehicle when fitted with body must not exceed 25 feet.

(2) *Overhang behind rear wheels.*—The overhang behind rear wheels measured from the centre if the rear of the axle shall not exceed 7/24ths of the overall length of the vehicle.

64. All the under parts of the vehicle inside the pivots of the front axle and the steering arms (which must be placed as near as possible to the road wheels) as far back at least as the rear axle must clear the ground by at least 10 inches when the vehicle is fully loaded, sufficient allowance in addition being made to provide for the wear of the tyres, set of the springs, or other causes of lessened height so that the minimum clearance of 10 inches is at all times maintained.

65. *Chassis springs.*—The springs of the chassis must be properly hung and must be of sufficient strength and flexibility to meet all likely contingencies.

66. (1) *Wheel base.*—The wheel base should in all cases be so proportioned that skidding or improper movements shall be, as far as possible, avoided but no more than 7/24ths of the total length including the body is allowed to overhang the centre of the rear wheel.

(2) If it is found that a vehicle skids badly or cannot be held under proper control the licensing authority may serve a notice on the proprietor "not to use the vehicles" and may refuse to license the vehicle again until the defects have been remedied.

67. *Wheel track.*—The wheel tracks of both front and rear wheels shall coincide and the distance between the centre lines of the tracks of the front wheels shall not be less than 69 per cent. of the overall width of the vehicle.

68. *Road wheels.*—The road wheels must be of sufficient and suitable diameter but must not be made so heavy as to throw an undue strain upon the steering gear or other parts.

69. *Tyres.*—Pneumatic tyres only will be permitted.

70. *Chassis breadth.*—The breadth of the chassis must not be greater than 7 feet 6 inches at any part.

71. *Motor-omnibuses* which are intended to ply upon routes which have bridges, will be subject to a special test and additional brakes or other fittings may be required.

72. Each vehicle must be capable of being readily steered and of turning corners without unduly interfering with other traffic.

73. The steering arms and other connections of the vehicle must be of ample strength, and as far as possible protected from damage by collision.

74. Every motor-omnibus must be submitted whenever required at the office of the District Superintendent of Police to be specially tested in respect of noise and vibration.

75. Suitable and approved appliances for extinguishing fire must be carried in such a position as to be readily available for use.

76. The exhaust pipe must not be led inside the tray or undershield or be fixed in such a position that oil or any vaporisable or inflammable material is likely to be dropped upon it.

77. No seat will be permitted which, when occupied, is likely to cause obstruction to persons using the landing board or gangways.

78. The backs of all seats must be closed to avoid unnecessary risk of the pockets of passengers being picked.

79. When cushions are provided for seats, they must be covered with leather cloth of good quality, rattan or other suitable material.

80. The omnibus must be suitably lighted inside and outside. Only electric lighting will be permitted.

81. Every motor-omnibus shall carry boards placed at the discretion of the licensing authority indicating clearly the route on which it plies for hire.

82. The following particulars shall also be suitably painted on the omnibus :—

(*a*) Fares shall be painted legibly inside ;

(*b*) the number of passengers which the vehicle is licensed to carry shall be painted legibly inside and outside.

83. No passenger shall be allowed to ride alongside the driver except with the written permission of the licensing authority.

84. No cans or other receptacles for oil, water, etc., are to be carried on the driver's foot-board nor may anything be placed in such a manner or position as will be likely to hamper the driver or otherwise give cause for complaint.

85. Though the above conditions may have been complied with, yet if there be anything in the construction, form or general appearance of the vehicle which, in the opinion of the licensing authority, renders it unfit for public use, or if the applicant is unable to provide a regular service at such intervals of time as the licensing authority may consider necessary, the grant of a license may be refused by him.

SCHEDULE.

FORM A.

Owner's permit for motor vehicle let or plying for hire

Fee five rupees (Rs. 5).
Renewal fee two rupees and eight annas (Rs. 2-8-0).
Number of permit. . . . . .

By virtue of the powers vested in me by rule 3 of the Rules published in Government Notification in the Home Department No.
dated the
I grant to you, Mr.*
residing at
this permit on the conditions mentioned in the said rules to let or ply for hire the motor vehicle numbered below from the date hereof till the 31st March 192 , unless this permit is sooner cancelled or suspended.

(*If the vehicle belongs to a Company or partnership which is conducted by a manager or agent, the name of the latter should be entered in brackets beside the name of the Company.)

Dated

District Superintendent of Police.

Make of Car.
No. of Car.
Seating capacity ( ) passengers including the driver and also cleaner, conductor or agent, if any, and ( ) lbs. of luggage.

FORM B.

Public Driver's Permit.

Fee ~~four~~ eight rupees (Rs. ~~4~~ 8).
Renewal fee ~~two~~ five rupees (Rs. ~~2~~ 5)
Photograph of the driver.
Permit and Badge No.

By virtue of the powers vested in me by rule 7 of the Rules published in Government Notification in the Home Department No.
dated the I grant to you
Mr.
residing at
this permit on the conditions mentioned in the said rules to act as driver of the Motor Vehicle or vehicles specified below to be let or plied for hire, and none other, within the limits of the District of
from the date hereof till the 31st March 192 , unless this permit is sooner cancelled or suspended.

Make of car.

Number of car.

Name of the owner*

Address of owner :

Dated

District Superintendent of Police.

(Countersigned for District

District Superintendent of Police.)

(*If the vehicle belongs to a Company or partnership, which is conducted by a manager or agent, the name of the latter should be entered in brackets beside the name of the Company.)

FORM C.

Register of Motor Vehicles to be maintained by the owner as per rule 6.

Date	Car No.	Name of driver	Place of destination	*Hour of		Remarks
				Departure	Return	
1	2	3	4	5	6	7

*The hours of departure and return should be certified by the initials or thumb impressions of the driver and owner.

BOMBAY : PRINTED AT THE GOVERNMENT CENTRAL PRESS.

Appendix F.G—1]

10.

SUBJECT .....

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Section Legs

File No. 88-34

Serial No. 3B

Diary No. of letter replied to .....

No. P408/—

To

General and Revenue Secretariat

( )

the *193*

Dear Sir,

Date of issue 26/7/34

I write to acknowledge the receipt of the with thanks 1 copy of the Bombay Govt Resolⁿ & notification No 30.8.33 ~~received~~ sent to Govt vide your d.o letter no 1863/1 JE dt 18.7.1934

Signed by Yours faithfully

26.7.34

Assistant Secy to Govt Law Dept

No

To

The Assistant Secy

Legal Dept of

the Govt of Bombay

Bombay Castle

List of enclosures .....

Copied by .....

Examined by .....

WD 91956—GPB—22,500—12-6-34

23/7